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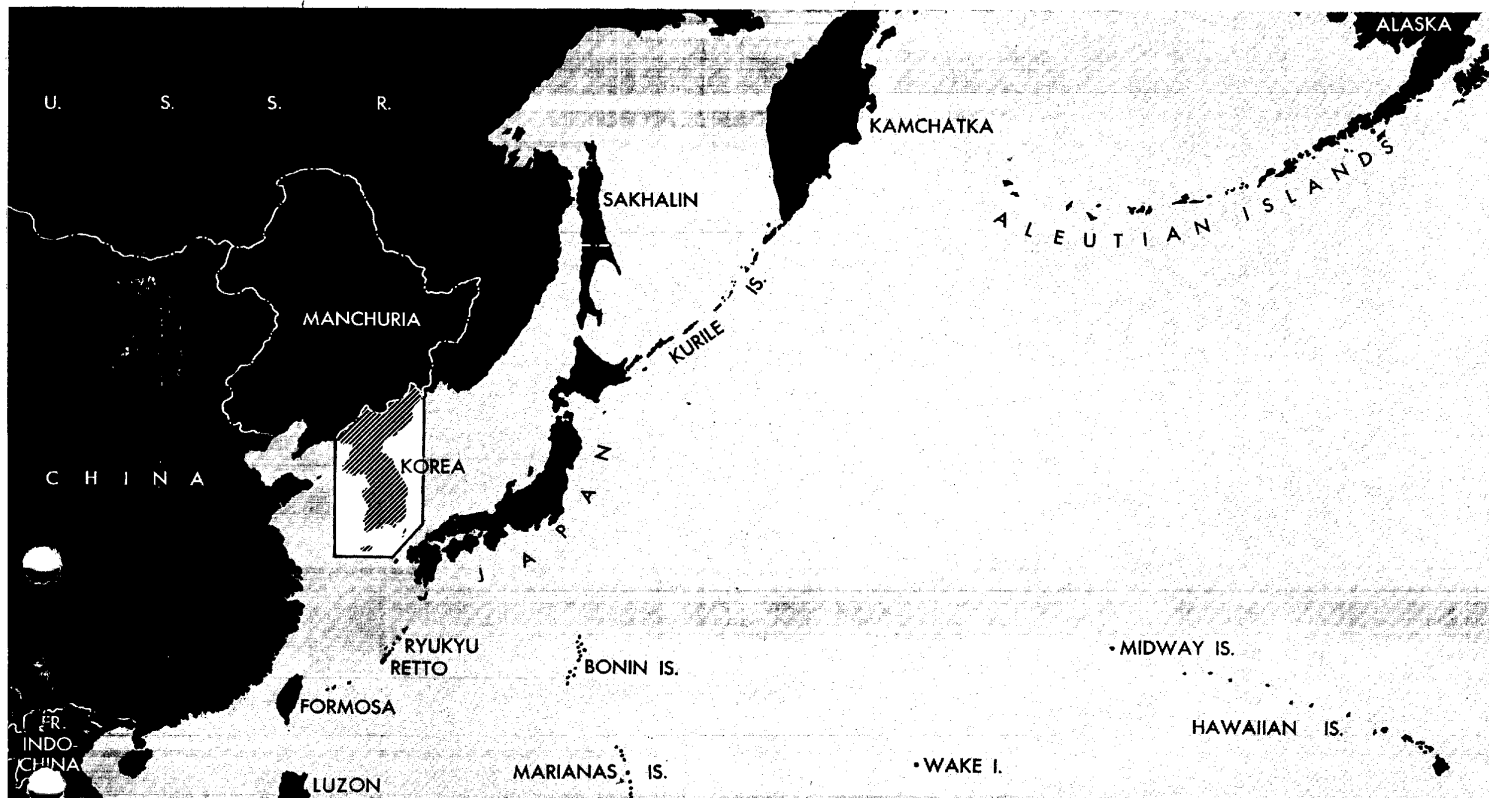
CHAPTER XIV

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JOINT ARMY-NAVY INTELLIGENCE STUDY

OF

KOREA

(INCLUDING TSUSHIMA AND QUELPART)

AIR FACILITIES

APRIL 1945

List of Effective Pages, Chapter XIV

SUBJECT MATTER	CHANGE IN EFFECT	PAGE NUMBERS
Cover Page	Original	unnumbered
List of Effective Pages and Table of Contents, Chapter XIV (inside front cover)	Original	unnumbered
Text and Figures	Original	pp. XIV-1 to XIV-8
Figure (insert, reverse blank)	Original	Figure XIV-2
Figures	Original	pp. XIV-9 to XIV-16
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Note: This chapter is based upon information available in Washington, D.C. on 1 March 1945.

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Chapter XIV

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AIR FACILITIES

140. Introduction

All airfields lying within the limits of this study are operated by the Japanese Army or Navy with the probable exception of one commercial field. The tabular description of all airfields within the area is prefaced by a short discussion of organization, supply, and maintenance of the Japanese aviation stationed therein. Because of the limited sources of information, it has been useful to include only well-authenticated installations in the main list (TABLE XIV - 2), and to relegate all others to a supplemental list (TABLE XIV - 3) which includes reported potential sites, abandoned landing grounds, old landing grounds not recently verified, and recently reported but unconfirmed new sites under construction. Certain fields, which appeared on early lists as unconfirmed but have never been mentioned since, have been eliminated entirely. Areas possibly suitable for airfield construction are shown on a map (PLAN 2) included in the Plans Pouch. Until recently Korea has been untouched by photographic reconnaissance; during the recent B-29 activities photographic coverage of some of the important places has been obtained. Of the 31 installations on the main list 15 have been covered by photography. The photography on 11 fields has been received and information based on photography has been received on 4 more. Approximate locations of these fields are shown on the Air Facilities map, FIGURE XIV - 12.

The following table shows the frequency by class and degree of confirmation of all known air facilities within the present study.

TABLE XIV - 1
NUMBERS, TYPES, AND DISTRIBUTION OF AIR
FACILITIES IN KOREA

CLASS	MAIN LIST (TABLE XIV - 2)	SUPPLEMENT (TABLE XIV - 3)
AD	6	—
LG	10	35
ELG	12	—
S	3	2
Total	31	37
Grand Total		68

The estimates of suggested operational capacities included in the dimensions column of TABLE XIV - 2 are predicated upon the use of the airfields and landing grounds by Allied aircraft. As an approximate guide to the numbers of Japanese aircraft that could be operated the figures stated should be increased by about 30 percent. Where information is held that a particular field is unserviceable, the suggested capacity has been given regardless of this fact but attention is drawn to the status by a suitable note following the capacity figures.

Abbreviations used in text of TABLE XIV - 2 and TABLE XIV - 3:

AA — Antiaircraft	f/w — fair weather
a/c — aircraft	HB — Heavy Bomber
A/D — Airfield	LG — Landing Ground
ELG — Emergency Landing Ground	MB — Medium Bomber
F — Fighter	S — Seaplane Station or Auxiliary Seaplane Station.
FP — Float Plane	u/c — under construction

141. Organization

A. Administration.

Japan has no independent air force. The Army Air Force is an integral part of the Japanese Army. Under the general direction of the Imperial Headquarters, it is administered by the Air Headquarters, which is subordinate to the War Ministry. The Japanese Naval Air Force, an integral part of the Imperial Navy, is dependent upon the Naval Air Headquarters of the Navy Ministry for its general administration.

B. Tactical organization.

(1) Army.

Operations orders are issued by the Imperial General Headquarters through the Chief of the Army General Staff to the Ground Army Commanders. In Korea and in Manchuria operations orders are issued to the air units by the Commanding General of the Kwantung Army, through the 2nd Air Army whose Headquarters is located at Hsin-pin (Hsin-ching), or directly through ground army channels. An air army is composed, generally, of two or more air divisions. An air division is made up of two or more air brigades. An air brigade is comparable to a United States Air Force wing and is a highly mobile and flexible tactical unit. It is usually composed of 3 air regiments. There are 3 squadrons in a regiment. There are no air divisions under the jurisdiction of the 2nd Air Army and there is only one air brigade, the 15th.

(2) Navy.

For operational purposes aircraft are assigned to the Combined Fleet or its subordinate fleets. The major naval air command in the field is the Kokukantai (air fleet). At present there are at least 7 such air fleets subordinate to the Combined Fleet. These fleets have both administrative and tactical command of the air units assigned to them. When engaged in operations, the air fleet usually employs a tactical title of Kichi Koku Butai (Base Air Force), which is merely a division of an air fleet's operational functions from those of administration. The Naval Air Force has a subordinate command known as a Koku-sentai (Air Flotilla). During the course of the war 10 Koku-sentai commanding shore-based aircraft have been identified in operations. Carrier divisions, of which Japan at its peak had 5, are also called Koku-sentai. When engaged in operations Koku-sentai usually operate under the tactical title of Kushu Butai (Air Attack Force), which is merely a separation of the air

flotilla's operational functions from its administrative functions. The basic unit of the Japanese Naval Air Force which combines aircraft and crews and maintenance personnel is the Kokutai (Air Group). In order to achieve greater mobility the planes and crews of a Kokutai are organized into Hikotai (Flying Unit). The functions of the Kokutai are mainly administrative, whereas the Hikotai make up the tactical units.

C. Tactical strength.

(1) Army.

There are no army air divisions under the jurisdiction of the 2nd Air Army and there is only one air brigade, the 15th, located in Manchuria. There are no tactical air units permanently stationed in Korea.

(2) Navy.

To date the air fleets and air flotillas of the Japanese Naval Air Force have been fully engaged in Pacific operations and none has been identified in Korea. Naval air activity in Korea has been confined to anti-submarine patrols flown by small units of float planes and land planes from Chinkai (Chinhae) and Saishū-tō (Cheju-do). These planes belong to the Chinkai Air Group of the Chinkai Naval District. Advanced naval fighter training is conducted at Genzan (Wonsan) where there is a detachment of the Omura Air Group. These fighters might be

called upon for operational use in an emergency. Intermediate training in biplane trainers is conducted at Saishū-tō (Cheju-dō or Quelpart I.). About 8 of the 31 fields and stations in this study are operated by the Navy.

142. Supply and Maintenance

A. Army.

At Heijō (P'yongyang) there is an army air depot that services and supplies two flying training units and two air (ground) training units based in Korea.

B. Navy.

Supply and maintenance are conducted by the naval air depots, which in carrying out their functions operate on directives from Naval Air Headquarters, which is responsible for the planning and equipping of the Naval Air Force.

The 51st Naval Air Depot is located at Chinkai Naval Station. It is responsible for the supply of the air base units that are permanently stationed within the guard sectors of the Chinkai and Ryojun Guard Districts. Subsidiary units are the Chinkai Replacement Shop, the Genzan Branch Workshop, and the Ryojun Special Branch Depot.

TABLE XIV - 2

KOREA, AIR FACILITIES, MAIN LIST

NAME	CLASS	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS, SURFACE, AND CAPACITY (FEET)	DESCRIPTION
Chinkai <i>Chinhae.</i> (FIGURE XIV - 1)	ELG	35°09'N 128°42'E		2¼ mi. ESE of Chinkai, across head of Kōgan-wan, <i>Haengam-man</i> (bay), and just SW of Tokusan-ri, <i>Tōksan-ni</i> (village), just W of coast road and hills and just N of Chinkai/Keishō auxiliary seaplane sta.; 2 mi. ENE of Chinkai Bay Seaplane Sta., across Kōgan-wan, (bay).	Irregular (grass, uneven): 1800 x 1500. Suggested operational capacity: 0/6? F.	Underground fuel storage reported; hangar just SW, at Chinkai/Keishō auxiliary seaplane sta.; radio sta.; barracks. Underground bomb storage reported. Probably abandoned. Also called Tokusan. (Jan. 1941.)
Chinkai Bay <i>Chinhae-man.</i>	S	35°08'N 128°40'E		1¼ mi. S of Chinkai, <i>Chinhae</i> , off W coast of peninsula extending SSE from town; about ¼ mi. W of 666' hill; about 1¾ mi. SE of Chinkai Naval Base; 7¼ mi. SE of Masan, <i>Masan</i> .	Alighting area: Ample and well protected. Suggested operational capacity: 12/18 FP.	Fuel storage; 2-bay hangar 180' x 120'; concrete apron; repair shop; 2 ramps; barracks. Bomb storage. Reported training base. (Sept. 1943.)
Chinkai/Keishō <i>Chinhae/Kyongsang.</i> (FIGURE XIV - 1)	S	35°08'N 128°42'E		2¼ mi. ESE of Chinkai, <i>Chinhae</i> , across head of Kōgan-wan, <i>Haengam-man</i> (bay), in Keishō-nandō, <i>Kyongsang-namdo</i> (south province), off E coast of bay, just S of Chinkai ELG.	Suggested operational capacity: 12/18 FP.	Hangar, ramp. Planned to be operational 1 Apr. 1945 as base of seaplane training unit; various facilities to be installed and landing and take-off area to be established in Kōgan-wan. (Sept. 1943.)
Chōchiin <i>Choch'iwon.</i>	ELG	36°36'N 127°18'E		Reported to be at Chōchiin which is on Kyongbu Main RR between Taiden, <i>Taejon</i> , and Tenan, <i>Cb'onan</i> ; just W of Chōsen, <i>Chong-ch'on</i> (river), and 1 mi. N of its confluence with Biko-sen, <i>Miboch'on</i> (river); 10½ mi. WSW of Seishū, <i>Cb'ongju</i> .	Suggested operational capacity: 0/0 F?	Civil E.L.G. (Feb. 1941). Also called Tyotoin.

AIR FACILITIES

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TABLE XIV - 2 Continued

NAME	CLASS	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS, SURFACE, AND CAPACITY (FEET)	DESCRIPTION
Daisō-tō <i>Taech'odo.</i>	S	42°10'N 130°16'E		At N end of Daisō-tō, <i>Taech'o-do</i> , (island), off W coast, about 1/4 mi. SSE of sharp promontory; about 1 mi. NNW of 764' hill; 1 1/4 mi. SW of islet; 4 1/2 mi. S of the new port of Rashin, <i>Najin</i> .	Alighting Area: Unlimited. Suggested operational capacity: 6/9 FP.	Oil storage and ramp just E of alighting area, barracks, and adm. bldg. Inconvenient boat connection with Rashin where telephone and telegraph are available. Bomb storage. 3 flying boats appear on photograph (Mar. 1938).
Fusan <i>Pusan.</i>	LG	35°10'N 129°08'E		7 1/2 mi. NE of Fusan, at head of Suici-wan, <i>Suyong-man</i> (bay); just NE of river mouth and just SW of road, in an area surrounded by mountains; about 1/2 mi. SW of RR from Fusan to Ulsan, <i>Ulsan</i> .	6500 NW/SE x 2700 at SE end narrowing to 1400 at NW end (being graded). Strip: 6500 x 970 (being graded). Suggested operational capacity: 24/36 HB.	20 revetments. 2 small hangars. (Nov. 1944.)
Genzan <i>Wonsan.</i> (FIGURE XIV - 3)	A/D	39°10'N 127°29'E		About 2 1/4 mi. E of Genzan on Katsuma-kōku, <i>Kalmagak</i> (cape), just S of low hills; 3/4 mi. NNE of small village; about 1 mi. NE of tank farm (former Standard Oil Co. refinery).	Rectangular (graded, rolled): 6300 (approx) NW/SE 4450 (approx) N/S 4150 (approx) E/W Runways, crossed (paved): 3850 x 230 ENE/WSW 3000 x 230 NNW/SSE Suggested operational capacity: 48/60 F or 36/48 MB.	58 revetments, further dispersal in progress; hard-surfaced taxiways. 8 large, 3 small hangars; surfaced apron; numerous shops. Reported a pilot training base. (Dec. 1944.)
Gunzan <i>Kusan.</i>	LG	35°59'N 126°42'E (town)		Reported to be about 5 mi. from Gunzan which is just S of Kinkō, <i>Kum-gang</i> (river), about 2 1/2 mi. E of its mouth; 13 1/2 mi. WNW of Ri-ri, <i>I-ri</i> .	Suggested operational capacity: 12?/18? F?	Reported training field (1943).
Heijō <i>P'yongyang.</i> (FIGURES XIV - 4 and XIV - 5)	A/D	39°02'N 125°47'E	500	2 mi. NE of center of Heijō, just E of Ryōra-to, Nungnado (island), on E bank of Daidō-kō, <i>Taedong-gang</i> (river), just NW of a/c plant; about 1 1/4 mi. SSE of 656'-984' Botan-dai, <i>Mudan-dae</i> , (plateau) across Daidō-kō; 3 1/4 mi. NNE of bridge for RR from Heijō to Chūwa, <i>Chungbwa</i> .	5150 N/S x 3200 E/W (sod). Runway (hard surfaced): 3100 x 250 N/S Strip, 270' W of runway (sod): 3300 x 250 N/S Suggested operational capacity: 48/60 F.	55 large and medium, 12 small revetments; paved taxiways. Underground fuel storage, electric pumps; radio, telephone and night-landings; barracks; all reported in 1940. 3 double hangars with paved aprons plus 7 hangars just E, numerous shops and repair bldgs. Reported training field. (Dec. 1944.)
Heijō East <i>P'yongyang.</i> (FIGURE XIV - 6)	ELG	39°01'N 125°50'E		4 1/2 mi. E of Heijō; just S of Heijō/Koto, <i>Kangdong</i> , RR and of Daidō-ko, <i>Taedong-gang</i> (river), and just E of a stream, 3 1/4 mi. ESE of Heijō FAD; 3 3/4 mi. ENE of Senkyori, Son'gyo-ri (village).	Strip: 2300 x 220 NW/SE.	Detailed interpretation prohibited by snow. (Dec. 1944.)
Heijō South <i>P'yongyang.</i>	LG	38°50'N 125°46'E (approx)		12 1/4 mi. S of Heijō; 1 mi. W of road and RR from Heijō to Shariin, <i>Sariwon</i> ; 2 1/4 mi. SW of Chūwa, <i>Chungbwa</i> .	Surfaced runway: NW/SE. Suggested operational capacity: 24/36 F.	(Jan. 1945.)
Heijō West <i>P'yongyang.</i>	LG	39°00'N 125°42'E (approx)		2 1/2 mi. WSW of Heijō just E of confluence of Daidō-kō, <i>Taedong-gang</i> (river), with NE/SW river.	2 strips: N/S and NW/SE. Suggested operational capacity: 36/48 F.	(Jan. 1945.)
Heitaku <i>P'yongt'aek.</i>	LG	36°58'N 127°05'E		1 mi. SSE of Heitaku, just S of Anjōsen, <i>Ansongch'on</i> (river); 1/2 mi. W of Keijō/Taiden, <i>Kyongsong/-Taejon</i> RR; 4 1/4 mi. NNW of Seikan, <i>Songbwan</i> .	Roughly rectangular: 6232 x 6560-8200 NE/SW Suggested operational capacity: 36/48 MB.	Reported that field was to function as base for bombers and long-ranged fighters. (Sept. 1943.)
Kainei <i>Hoeryong.</i>	A/D	42°26'N 129°44'E		1 mi. SW of Kainei, just N of road and RR; 1 mi. W of Kakuhodo/Seishin, <i>Hakp'odong/Ch'ongjin</i> RR; 2 mi. SE of Manchuria and Toman-ko, <i>Tuman-gang</i> (river); about 35 mi. SSE of Yench'i, <i>Yench'i</i> .	Reported rectangular. Suggested operational capacity: 36/48 F.	Hangars and shops for minor overhaul and repair reported. Reported a large military A/D. Also called Kawaiinci and Kwai-hwi. (1943.)

TABLE XIV - 2 *Continued*

NAME	CLASS	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS, SURFACE, AND CAPACITY (FEET)	DESCRIPTION
Kaishū <i>Haeju.</i>	ELG	38°02'N 125°42'E (town)		Reported to be S of coast road and SE of Kaishū, which is on Kaijō/Ōshin, <i>Kaesong/-Ongjin</i> road and RR; 3 mi. N of Ryūtōho, <i>Yongdangp'o</i> ; about 3 mi. N of Kaishūwan, <i>Haeju-man</i> (bay); 8½ mi. E of Suiyari, <i>Ch'wiyari</i> .	Runways reported u/c in Nov. 1941 to be concrete and lengthened to 4920. Suggested operational capacity: 0/6? F?	Fuel storage and 2 small and 2 large hangars reported. Scheduled to be completed by June 1942. (1941.)
Kankō <i>Hamnung.</i>	ELG	39°53'N 127°34'E		2½ mi. SE of Kankō; about ½ mi. NNE of Hongū, <i>Pongung</i> ; about ½ mi. E of road and parallel RR; about ¾ mi. E of Jōsen-kō, <i>Songchoon-gang</i> (river); 5 mi. NW of coast.	Suggested operational capacity 0/6? F.	Reported as a civil L.G. on Keijō/Seishin, <i>Kyongsong/Ch'ongjin</i> Line. (Aug. 1942.)
Kankō West <i>Hamhung.</i>	LG	39°55'N 127°30'E (approx)		1¼ mi. W of Kankō, on narrow strip between rivers, with Jōsen-kō, <i>Songch'ong-gang</i> (river) to NE.	Strips: 4100 x 120 NNW/SSE (being widened to 175) 2655 x 1200 E/W 2655 x 120 N/S (being widened to 175) Suggested operational capacity: 12/24 F.	6 miscellaneous bldgs. at NE edge. (Jan. 1945.)
Keijō <i>Kyongsong.</i> (FIGURE XIV - 7)	A/D	37°30'N 126°56'E	35	4½ mi. SW of Keijō, on alluvial plain S of Kan-kō, <i>Han-gang</i> (river); about ¾ mi. N of RR from Keijō to Eitōhō, <i>Yongdangp'o</i> , and parallel road; 2 mi. WNW of Kan-kō (river) RR bridge; 2½ mi. WSW of 870' Nan-zan, <i>Nam-san</i> (mountain).	4200 x 2950 narrowing to 1800 at W end, being extended 800' to NE Strips: 1650 x 50 E/W 1150 x 50 NE/SW	5 revetments; 3 hangars and additional shops; former commercial airfield. (Jan. 1945.)
Keijō/Eitōhō <i>Kyongsong/Yongdangp'o.</i> (FIGURE XIV - 8)	A/D	37°31'N 126°53'E (approx)		About 7 mi. WSW of Keijō and 2 mi. WNW of Eitōhō, just E of low hills and of small river 1½ mi. S of its confluence with Kan-kō, <i>Han-gang</i> (river).	Rectangular: 6450 x 4000 Strips: 5000 x 250 NW/SE (being extended 900') 3600 x 250 NE/SW 2900 x 250 E/W 2200 x 250 N/S Suggested operational capacity: 60/72 F.	32 revetments. 1 large and 1 medium hangar plus 2 u/c. (Jan. 1945.)
Kōnan <i>Hangnam.</i>	LG	39°47'N 127°32'E		5 mi. SW of Kōnan, just E of Rempo, <i>Yonp'o</i> , and just N of Kōho-kō, <i>Kwangp'o-gang</i> (river) mouth; about 3 mi. SW of Jōsen-kō, <i>Songch'ong-gang</i> (river) estuary.	4850 NW/SE x 4000 NE/SW (sod; appeared in good condition.) Suggested operational capacity: 24/48 MB.	Hangars and servicing facilities on S edge of field. (Jan. 1945.)
Kōryō <i>Kangnung.</i>	ELG	37°45'N 128°56'E		2 mi. due E of Kōryō, just N of one small stream and 1 mi. S of another; 1 mi. NE of RR (shown u/c) from Kōryō to Sanchōku, <i>Samch'ok</i> ; 1½ mi. SW of coast.	Suggested operational capacity: 0/6? F.	Civil E.L.G. (Dec. 1939.)
Kōshū <i>Kongju.</i>	ELG	36°26'N 127°08'E		1 mi. SSE of Kōshū; 1 mi. W of road from Kōshū to Ronzan, <i>Nonsan</i> ; 1½ mi. S of Kinkō, <i>Kumgang</i> (river).	Suggested operational capacity: 0/6? F.	Civil L.G. Reported used as glider training center. (1939.)
Saishū Island (1) <i>Cheju-do.</i> (FIGURE XIV - 10)	LG	33°12'N 126°16'E		On extreme SW corner of Saishū-tō (island); 1½ mi. SE of Boshippo, <i>Mosulp'o</i> ; 3 mi. S of Taisel, <i>Taejong</i> , about 19 mi. WSW of 6397' Kanda-san, <i>Halla-san</i> (mountain).	L-shaped (rolled earth, uneven): 3900 N/S 3500 E/W (being extended 650) Suggested operational capacity: 60/80 F.	37 revetments (22 u/c), taxiways u/c. Fuel and bomb storage and barracks reported Dec. 1939. 15 medium hangars (12 dispersed), 6 small (all dispersed); 390' x 160' servicing apron in front of central hangars; 9 probable workshops. Also called Quelpart Island. (Nov. 1944.)

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AIR FACILITIES

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TABLE XIV - 2 Continued

NAME	CLASS	POSITION	ALTITUDE (FEET)	LOCATION	DIMENSIONS, SURFACE, AND CAPACITY (FEET)	DESCRIPTION
Saishū Island (2) <i>Cheju-do.</i> (FIGURE XIV - 11)	LG	33°31'N 126°30'E		On N-central coast of Saishū-tō (island), just N of road and just S of village; 1½ mi. W of Saishū, 11 mi. NNE of Kanda-san, <i>Halla-san</i> (mountain).	Crossed strips (rolled turf): E/W, NW/SE Suggested operational capacity: 36/48 F.	Small oblique photo only. Also called Quelpart Island. (Oct. 1944.)
Seishin (1) <i>Cb'ongjin.</i>	ELG	41°47'N 129°45'E		4 mi. W of Seishin, just W and ¾ mi. N of stream; 1 mi. E of Kainci/Ranan, <i>Hoeryong/Nanam</i> RR; 1 mi. NNW of Ranan/Seishin road; 3 mi. S of fork in RR; 6 mi. NNE of Ranan.	1800' (reported paved) Suggested operational capacity: 0/6? F.	Civil L.G. reported enlarged and in use by the military. (May 1944.)
Shingishu <i>Sinniju.</i>	ELG	40°06'N 124°24'E	72	1¼ mi. SE of Shingishu; ¾ mi. SW of RR from Shingishu to Teishu, <i>Chongju</i> , 2¼ mi. E of Oryoku-kō, <i>Amnok-kang</i> (river); 2½ mi. SE of Antung, <i>An-tung</i> , and Manchuria.	2000 x 650 (well-turfed, level; f/w; reported extensible). Suggested operational capacity: 0/6? F.	High tension wires just N of field, telegraph wires just S. Small storage bangar and minor repairs. Civil L.G. on Fukuoka/Dairen Line. (1941.)
Shunsen <i>Cb'unch'on.</i>	ELG	37°53'N 127°44'E (town)		Reported to be at Shunsen, on Keijō/Kasen, <i>Kyongsong-Huach'on</i> road; about 1 mi. S of Shōyō-kō, <i>Choyang-gang</i> (river), and 2¾ mi. ENE of its confluence with Hoku-kan-kō, <i>Pukhan-gang</i> (river); 12¼ mi. ENE of Kahei, <i>Kap'yong</i> .	Suggested operational capacity: 0/6? F.	On Korean air route (Dec. 1939.)
Taiden <i>Taejon.</i>	LG	36°20'N 127°23'E		2 mi. WNW of Taiden, in area of reportedly flat terrain, just N of road from Taiden to Kōshū, <i>Kongju</i> , just W of Honam Main RR, and just E of a small river.	Suggested operational capacity: 0/6? F.	Used by Japan Air Transport Co. (1938.)
Taikyū (1) <i>Taegu.</i>	A/D	35°54'N 128°38'E		About 3½ mi. ENE of Taikyū; ½ mi. NE of RR bridge over Kin-kō, <i>Kumbo-gang</i> (river); ¾ mi. NW of Toson RR sta. on line from Taikyū, to Keishū, <i>Kyongju</i> ; 32 mi. W of Keishū.	3000 x 2100 E/W. Concrete runway reported. Field and runway reported extensible.	Asphalt taxiway. Oil storage, radio sta., weather sta., beacon, 5 bangars, workshop. On Fukuoka-Dairen air route; reported to be Army air training school. (Jan. 1943.)
Taikyū (2) <i>Taegu.</i>	ELG	35°51'N 128°35'E		1 mi. S of Taikyū just NNE of mountainous area; ½ mi. E of road from Taikyū to Shōnei, <i>Cb'angnyong</i> ; 3 mi. NNE of Zen-san, <i>Chon-san</i> (mountain).	Suggested operational capacity: 0/6? F.	Reported being used as drill area. (Sept. 1941.)
Urusan <i>Ulsan.</i>	ELG	35°32'N 129°20'E	13	1½ mi. SE of Urusan, just NE of a road and just N of low hills; about ½ mi. S of Daiwa-kō, <i>Taebwa-gang</i> (river); 2¼ mi. S of Heici, <i>Pyongyong</i> .	Triangular: 1950 x 1950 N/S (level, extensible). Turfed strips. Suggested operational capacity: 0/6? F.	Hangar. Former commercial L.G. (Feb. 1941.)

TABLE XIV - 3

KOREA, AIR FACILITIES, SUPPLEMENTAL LIST

NAME	POSITION	LOCATION	REMARKS
Bukkai <i>Mulgae-ri.</i>	38°22'E 126°19'E (town)	Reported to be at Bukkai on Kaijō/Shariin, <i>Kaesong/Sariwon</i> , road and RR; on NW/SE tributary of Reisei-kō, <i>Yesong-gang</i> ; 5 mi. NW of Nansenten, <i>Namch'onjom</i> .	A/D reported (Oct. 1942).
Bunzan <i>Munsan.</i>	37°52'N 126°47'E (town)	Reported to be at Bunzan on Keijō/Kaijō, <i>Kyongsong/Kaesong</i> , road and RR; 1½ mi. E and 2¼ mi. S of Rinshin-kō, <i>Imjin-gang</i> ; 14½ mi. ESE of Kaijō and 22½ mi. NNW of Keijō.	E.L.G. reported (May 1942).
Chinnampo <i>Chinnamp'o.</i>	38°44'N 125°24'E (town)	Reported to be 10 mi. NW of Chinnampo, at Kōryōwan, <i>Kwangyang-man</i> . Chinnampo is on N bank of Daidō-kō, <i>Taedong-gang</i> , about 6 mi. E of its estuary.	Military A/D (Aug. 1944).
Chin-tō <i>Chin-do.</i>	34°27'N 126°15'E (approx)	Reported to be on Chin-tō, which lies off SW end of Korea, just S of Usuei, <i>Usuyong</i> , which is on peninsula of mainland; about 70 mi. NNW of Saishū-tō, <i>Cheju-do</i> .	Reported an A/D or S and home base of the Chin-tō Naval Air Unit (Oct. 1942).
Chūkōchin <i>Chunggangjin.</i>	41°47'N 126°52'E (town)	Reported to be at Chūkōchin on Manchuria border; 3 mi. SW of Mao-erh-shan, <i>Lin-chiang</i> , in Manchuria.	E.L.G. reported (Oct. 1942).
Daidō-kō <i>Taedong-gang.</i>	38°40'N 125°15'E (approx)	Position very approximate. Reported to be S of Daidō-kō; about 4 mi. NNW of Chōren, <i>Changnyon</i> ; about 9 mi. WSW of Chinnampo, <i>Chinnamp'o</i> .	Army Air Base and a/c factory reported. (1941).
Fuhei <i>Pup'yang.</i>	37°31'N 126°41'E	About 2½ mi. WSW of Fuhei in a flat, rice-growing area; ¾ mi. ESE of small village; about 1 mi. E of coast; 4¼ mi. NE of Jinsen, <i>Inch'on</i> ; 5¾ mi. NW of Sosha, <i>Sosa</i> .	L.G. reported. (1940).
Geijitsu Bay <i>Yongil-man.</i>	36°03'N 129°30'E (approx)	Reported to be at Geijitsu-wan on E coast just E of road and RR; 9½ mi. E of Kikei, <i>Kigye</i> ; about 25 mi. S of Eitoku, <i>Yongdok</i> .	Field (triangular): 6250 x 4500 approx. Living quarters on E side of field. Reported to be base of long-range fighters and land reconnaissance a/c. Also reported a possible seaplane base. (Sept. 1943).
Genzan North <i>Wonsan.</i>	39°14'N 127°22'E	Reported to be about 6½ mi. NW of Genzan, at Buhyō-ri, <i>Mup'yang-ni</i> , on road on central W coast of Eikō-wan, <i>Yonghung-man</i> ; ½ mi. E of Genzan/Eikō RR. Also reported to be 2 mi. S of Genzan.	To be completed 1 April 1945 as base for interceptor fighters and medium attack a/c. (Sept. 1943).
Hakusen <i>Pakch'on.</i>	37°59'N 126°18'E (town)	Reported to be at Hakusen, on Hwanghae RR between Kaijō, <i>Kaesong</i> , and Kaishū, <i>Haeju</i> ; 1 mi. N of Kankyo-sen, <i>Han'gyo-ch'on</i> , which flows into Reisei-kō, <i>Yesong-gang</i> , 4½ mi. E; 32½ mi. ESE of Kaishū.	E.L.G. reported (May 1942).
Kaijō <i>Kaesong.</i>	37°58'N 126°33'E	Reported to be at Mangetsudai, <i>Manwoltae</i> (not located on map), just SE of Kaijō, on Keijō/Kaishū, <i>Kyongsong/Haeju</i> , road and RR; about 12 mi. NE of Kan-ko, <i>Han-gang</i> .	Military A/D reported (Oct. 1943).
Keijō South <i>Kyongsong.</i>	37°21'N 127°59'E (approx)	Reported to be 15½ mi. S of Keijō; just E of Keijō/Suigen, <i>Suwon</i> , road.	Scheduled to be completed by end of 1941. (Sept. 1940).
Keizanchin <i>Hyesanjin.</i>	41°24'N 128°10'E (town)	Reported to be at Keizanchin, which is in hilly area just S of Oryoku-kō (Yalu River), <i>Amnok-kang</i> , which forms the Manchurian border; 1¼ mi. SW of Chang-pai, <i>Ch'ang-pai-fu</i> , in Manchuria, across the Yalu River.	L.G. with hangars dug into hillsides reported; existence doubtful. (1942).
Kenjiho <i>Kyomip'o.</i>	38°45'N 125°37'E (town)	Reported to be at Kenjiho, just E of Daidō-kō, <i>Taedong-gang</i> ; 12 mi. E of Chinnampo, <i>Chinnamp'o</i> , and coast.	E.L.G. reported (June 1943).
Kimpo <i>Kump'o.</i>	37°38'N 126°42'E (town)	Reported to be at Kimpo on Eitōhō/Kōka, <i>Yong-dungp'o/-Kangbwa</i> , road; about 1¾ mi. S of Kan-kō, <i>Han-gang</i> ; 15 mi. WNW of center of Keijō, <i>Kyongsong</i> .	Underground hangar reported. Army A/D reported (Sept. 1944).
Kōkai <i>Kanggye.</i>	40°58'N 126°36'E (town)	Reported to be at Kōkai on N/S road to Manchuria border; just E of Tokurokō, <i>Tongnogang</i> ; 20½ mi. SE of the Manchuria border.	E.L.G. reported. Called one of 7 proposed A/D's for defense of Korean border (June 1943).
Kōshū <i>Kwangju.</i>	35°08'N 126°51'E	4 mi. W of Kōshū, on Kōshū/Hoseiho, <i>Popsongp'o</i> , road; 2½ mi. E of Shōtei-ri, <i>Songjong-ni</i> .	L.G. reported (June 1943).
Kozan <i>Kapsan.</i>	41°05'N 128°18'E (town)	Reported to be at Kozan, on Keizanchin/Hokusei, <i>Hyesanjin/-Pakch'on</i> , road; just E of Kyosen-kō, <i>Hoch'on-gang</i> and just SE of its confluence with a small river; 22½ mi. SSE of Keizanchin and Manchuria border.	Hangars reported dug in hillsides. Reported to be a large military air base. (1938).
Kyoshinri <i>Kojin-ni.</i>	38°27'N 128°27'E (town)	Reported to be at Kyoshinri on W coast just E of road and RR; 5 mi. N of Kanjō, <i>Kansong</i> .	Army A/D reported (Sept. 1944).
Masan <i>Masan</i>	35°12'N 128°34'E (town)	Reported to be at Masan, on NW side of Masan-wan, <i>Masan-man</i> ; terminus of Kyongchon southern RR from Shinshu, <i>Chinju</i> ; 6¼ mi. NW of Chinkai, <i>Chinbae</i> .	L.G. and S.A.A. reported. (June 1943).
Moppo <i>Mokp'o.</i>	34°47'N 126°23'E (town)	Reported to be N of Moppo, which is just N of a river mouth in SW Korea and is the terminus of Honam Main RR.	L.G. reported (June 1943).

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TABLE XIV - 3 Continued

NAME	POSITION	LOCATION	REMARKS
Mosan <i>Musan.</i>	42°12'N 129°12'E (town)	Reported to be at Mosan on Manchuria border; 45 mi. NW of Seishin, <i>Cb'onjin</i> .	A/D reported (Oct. 1942).
Onsei-ri <i>Onjong-ni.</i>	38°53'N 125°13'E (town)	Reported to be at Onsei-ri on road on W coast; 14 mi. NW of Chinnampo, <i>Chinnamp'o</i> .	L.G. reported (Oct. 1942).
Rashin <i>Najin.</i>	42°13'N 130°16'E (town)	Reported to be SW of new port of Rashin, which is on NE coast on NW side of head of Rashin-wan, <i>Najin-man</i> ; 4½ mi. N of N end of Daisō-tō, <i>Taech'odo</i> ; about 9 mi. SW of Yūki, <i>Unggi</i> .	Low hills surround the town. Reported to be a military A/D and home base of Rashin Naval Air Unit (1942).
Reisui <i>Yosu.</i>	34°44'N 127°44'E (town)	Reported to be on central S coast, at Reisui, terminus of road and RR running SE from Juntan, <i>Sunch'on</i> ; just N of Totsusan-tō, <i>Tolsan-do</i> ; 21 mi. SE of Juntan.	S.S. with 2 ramps (688' wide each) reported u/c and scheduled for opening April 1944 as operational base for seaplane fighters, bombers, and a pilot training unit. A/D also reported u/c. (Sept. 1943).
Ri-ri <i>I-ri.</i>	35°56'N 126°56'E (town)	Reported to be at Ri-ri, just N of Cholla RR; 14 mi. NW of Zenshū, <i>Chonju</i> ; about 15 mi. E of coast.	Civil L.G. reported. (1940).
Sainei <i>Chaeryong.</i>	38°24'N 125°37'E (town)	Reported to be at Sainei on Kaishū/Angaku, <i>Haeju/Anak</i> , road; just S of Chōen/Shariin, <i>Changyon/Sariwon</i> , RR; 10 mi. SW of Shariin.	L.G. reported (Oct. 1942).
Sanrōshin <i>Samnangjin.</i>	35°24'N 128°50'E (town)	Reported to be at Sanrōshin on Kyongbu Main RR between Fusan, <i>Pusan</i> , and Taikyū, <i>Taegu</i> ; just N of Rakutō-kō, <i>Nak-tong-gang</i> ; 23 mi. NW of Fusan.	L.G. reported; existence doubtful. (July 1944).
Seishin (2) <i>Cb'ongjin.</i>	41°46'N 129°51'E	2 mi. SE of Seishin, just NW of lighthouse, on SW side of peninsula.	L.G. reported; existence questionable; may be abandoned. (1940).
Shariin <i>Sariwon.</i>	38°31'N 125°45'E (town)	Reported to be just N of Shariin which is on Kaishū/Kenjiho, <i>Haeju/Kyomip'o</i> , RR; 2¾ mi. E of Sainei-kō, <i>Chaeryong-gang</i> ; about 10 mi. NE of Sainei, <i>Chaeryong</i> .	E.L.G. reported (June 1943).
Tashito <i>Tasa-do.</i>	39°48'N 124°25'E (town)	Reported to be at Tashito on E side of Oryoku-kō (Yalu River), <i>Amnok-kang</i> , mouth; 10 mi. SSE of Ryūgampo, <i>Yongamp'o</i> .	A/D with 2 hangars reported (June 1943).
Teishū <i>Chongju.</i>	39°41'N 125°13'E (town)	Reported to be at Teishū on Kyongui RR between Shin-anshū, <i>Sinanju</i> , and Kakuzan, <i>Kwaksan</i> , about 6 mi. N of coast; 7 mi. E of Kakuzan.	E.L.G. reported (June 1943).
Tenan <i>Cb'onan.</i>	36°48'N 127°09'E (town)	Reported to be at Tenan on Kyongbu Main RR between Chō-chiin, <i>Chob'iwon</i> and Usan, <i>Osan</i> ; 16¼ mi. NW of Chō-chiin.	E.L.G. reported (June 1943).
Tokushin <i>Tokchin.</i>	35°51'N 127°08'E	1 mi. NE of Tokushin RR sta. and Zenshū/Ri-ri, <i>Chonju/I-ri</i> , road and RR; just SSW of a small village; 3 mi. NNW of center of Zenshū; 12 mi. ESE of Ri-ri.	L.G. reported where the Japanese frequently gave air shows (1940).
Tsushima	34°20'N 129°14'E	Coordinates place seaplane sta. in about center of Tsushima, in O-guchi, at W side of Aso-wan (Tsushima Sound), just NE of Go-saki.	
Tsushima/Sasuna	34°38'N 129°24'E (town)	Reported to be at Sasuna, which is on Sasuna-ko, in northern Tsushima; 10 mi. NNE of Shishimi.	Hangars reported (Dec. 1941). Reported strongly fortified.
Yotoku <i>Yangdok.</i>	39°09'N 126°54'E (town)	Reported to be at Yotoku on Genzan/Kōtō, <i>Wonsan/Kang-dong</i> , road; on Nankō, <i>Namgang</i> ; 29½ mi. W of Genzan.	Secondary military A/D reported (Oct. 1942).

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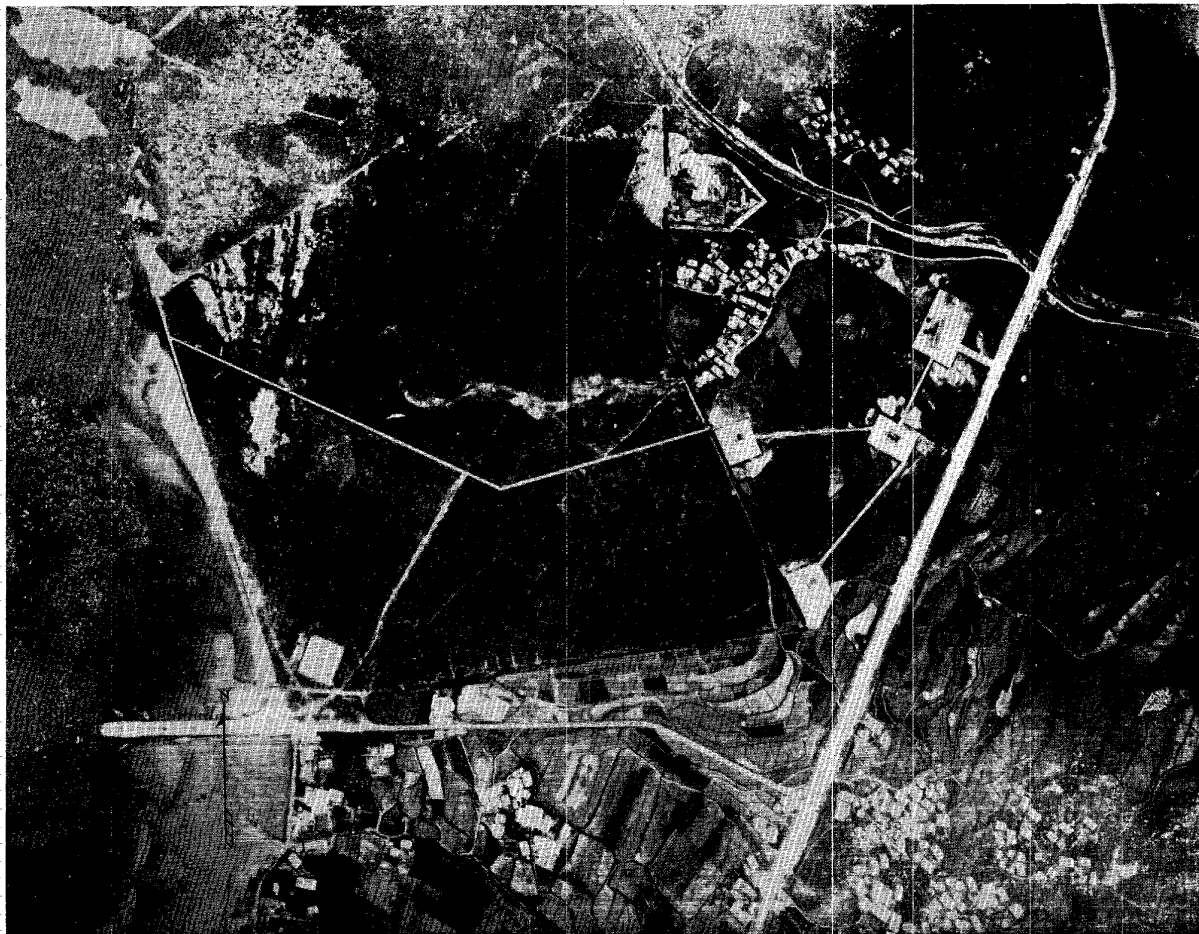


FIGURE XIV - 1. Southern Korea.
Chinkai (Chinhae) emergency landing ground and Chinkai/Keisho (Chinhae Kyongsang) auxiliary seaplane station. Captured photograph. Date unknown.

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FIGURE XIV-2
JANIS'S
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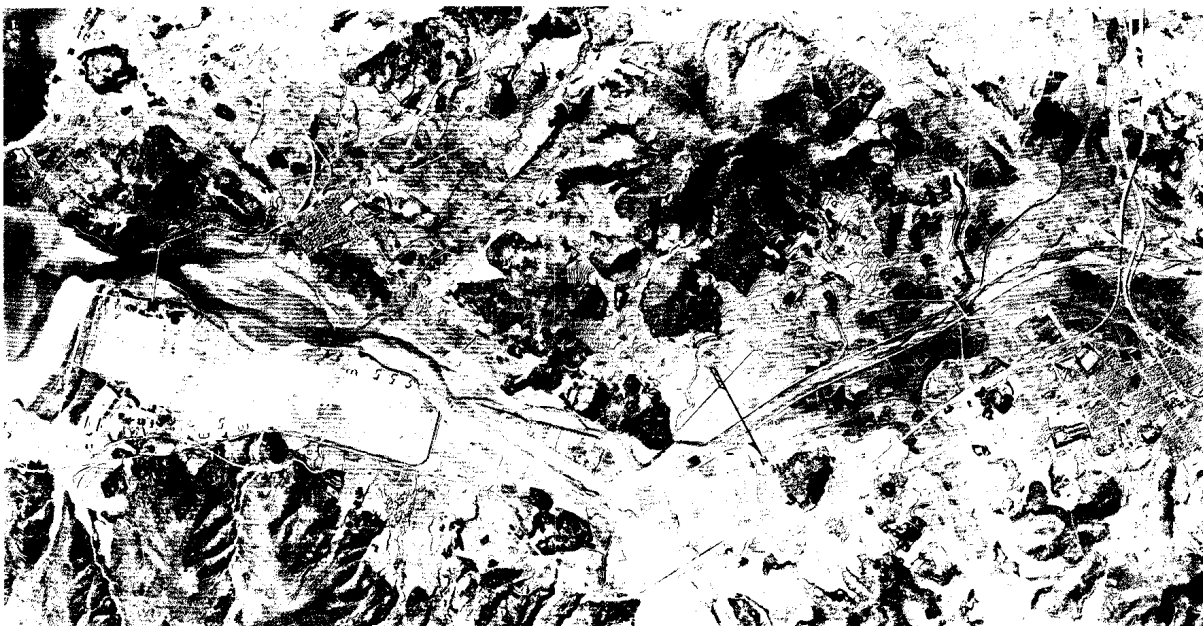


FIGURE XIV-2
JANIS'S
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From "Peace" heavy bomber landing ground, 17 November 1941

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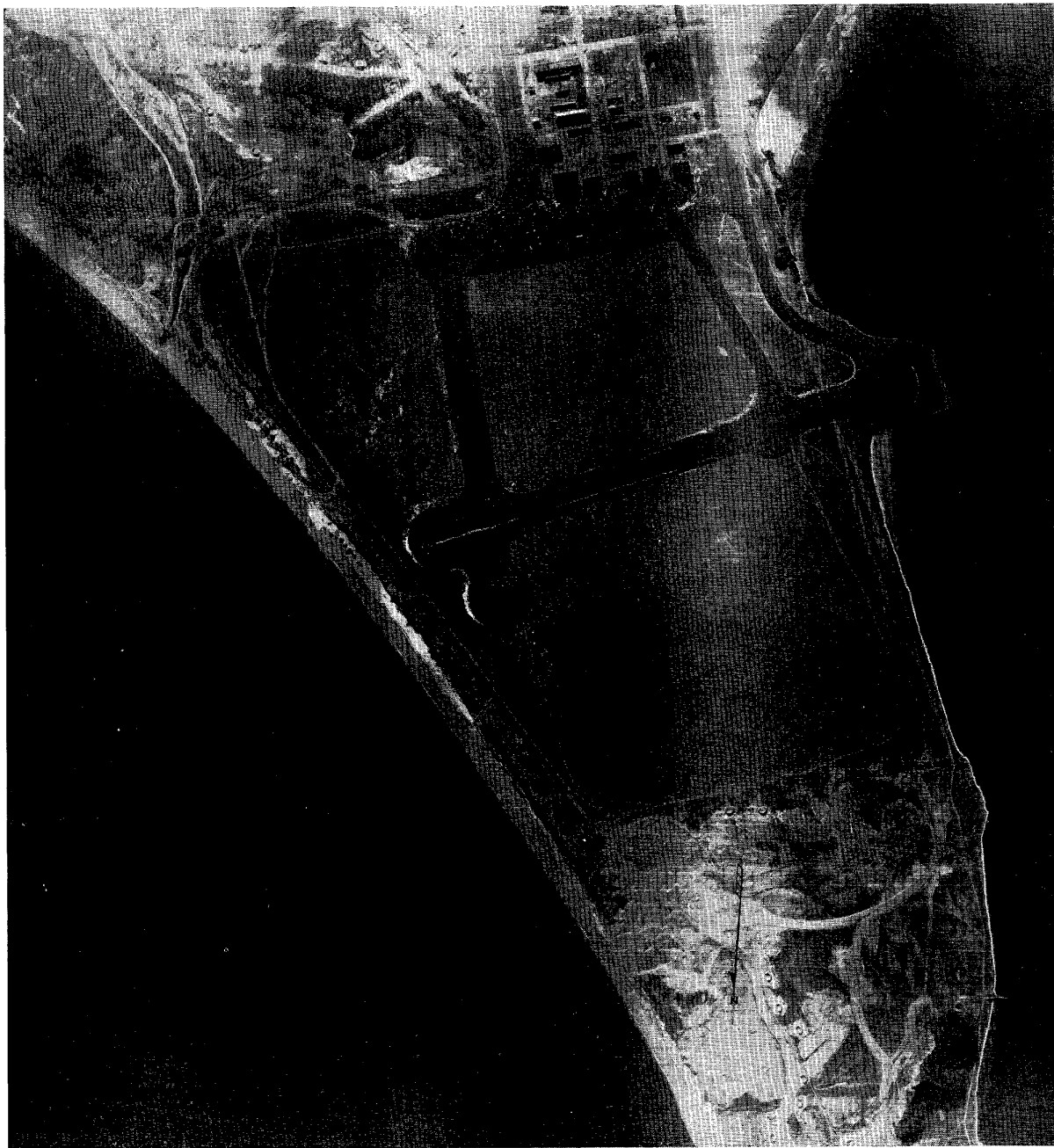


FIGURE XIV - 3. *Central Korea.*
Genzan (Wonsan) fighter airfield. 21 December 1944.

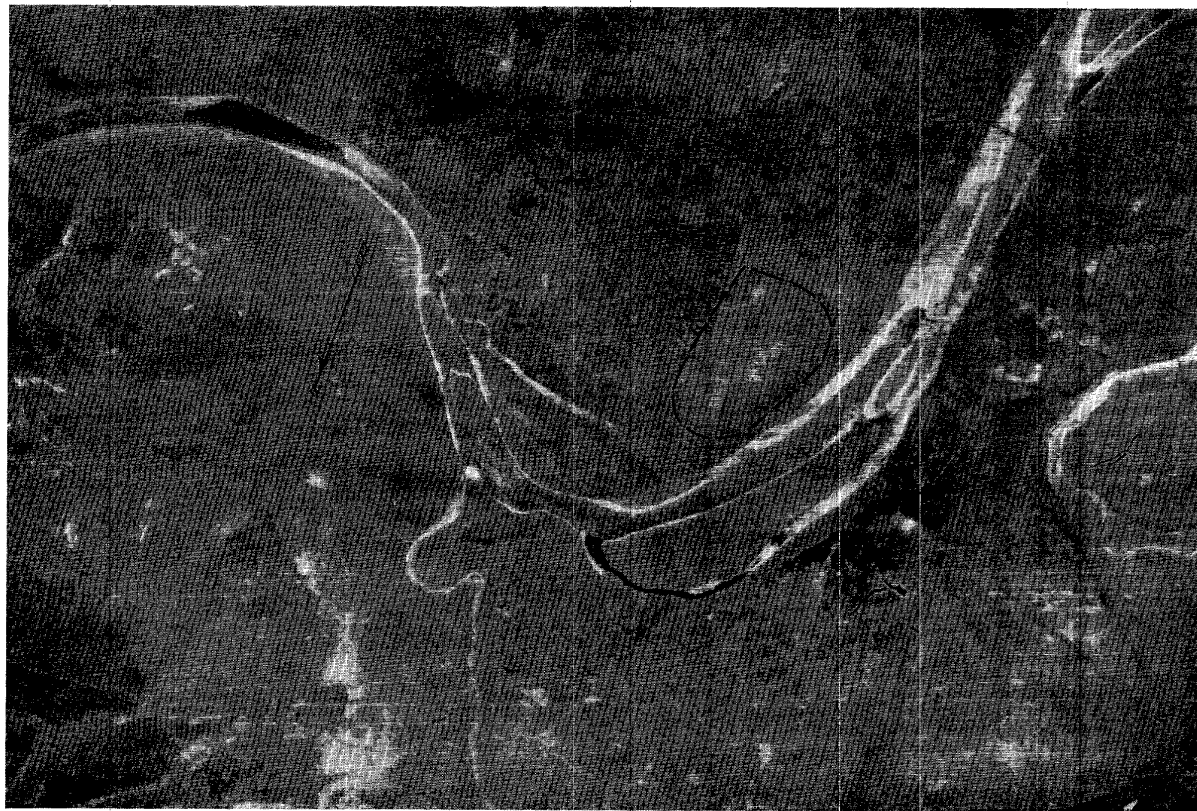


FIGURE XIV - 4. *Central Korea.*
Heijo (*P'yongyang*) fighter airfield, 21 December 1944.



FIGURE XIV - 5. *Central Korea.*
Heijo (Pyongyang) fighter airfield showing hangars, revetments and other installations. 21 December 1944.

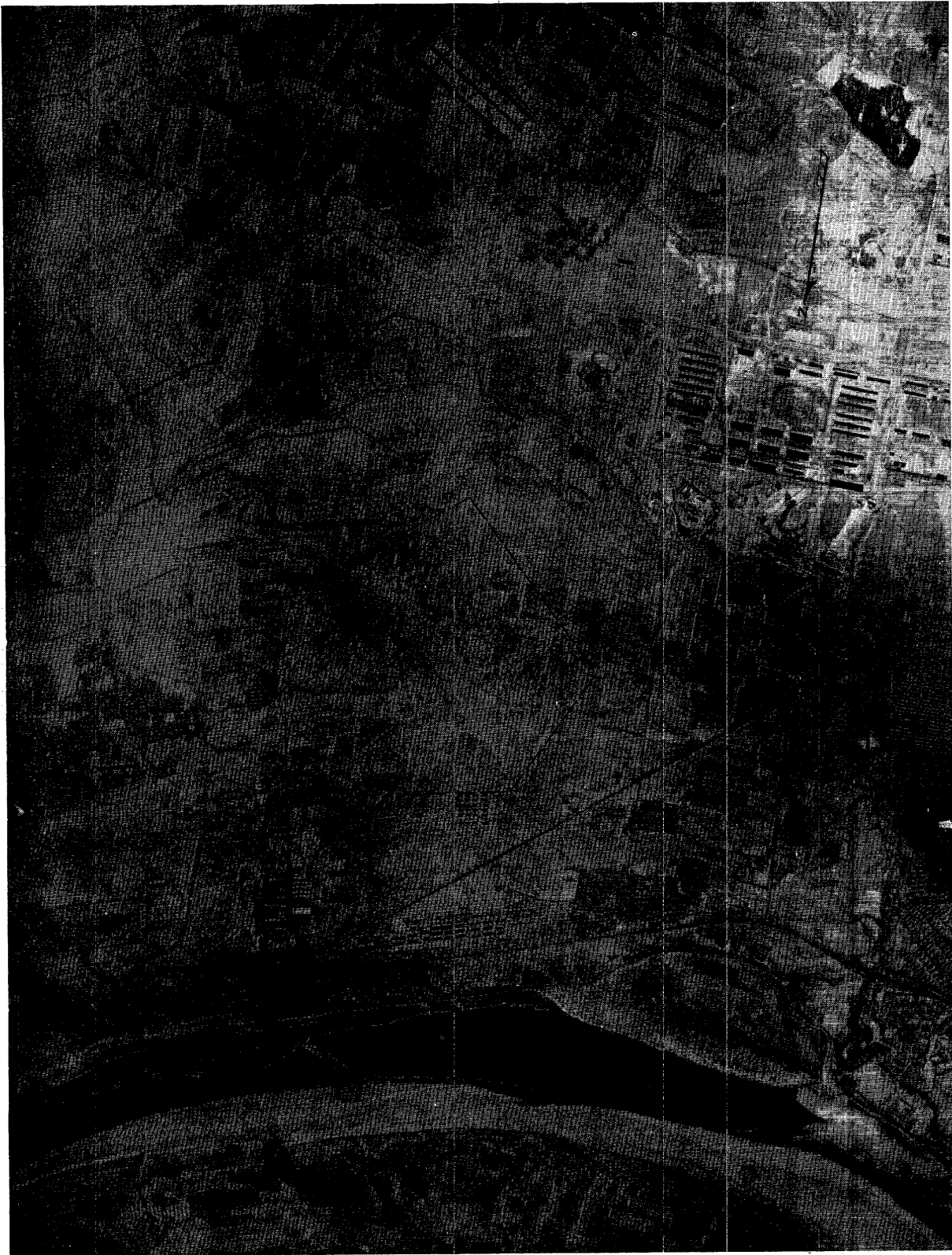


FIGURE XIV - 6. *Central Korea.*
Heijo East (*P'yongyang*) emergency landing ground. 13 December 1944.

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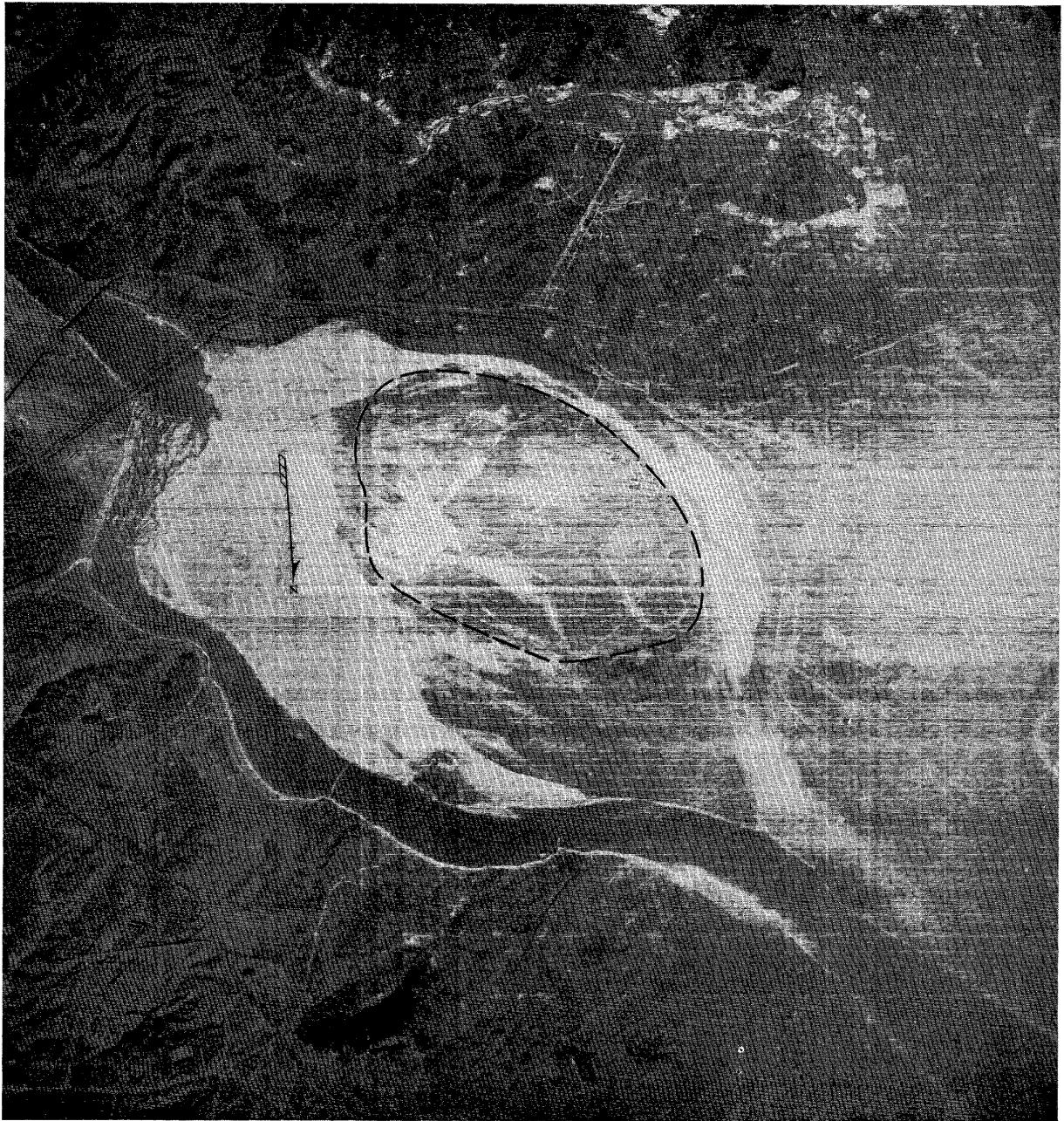


FIGURE XIV - 7. *Central Korea.*
Keij'ō (Kyongsong) fighter airfield, 18 January 1945.



FIGURE XIV - 8. *Central Korea.*
Keijō/Eitōhō (*Kyongsong/Yōngdungp'o*) medium bomber airfield. 18 January 1945.

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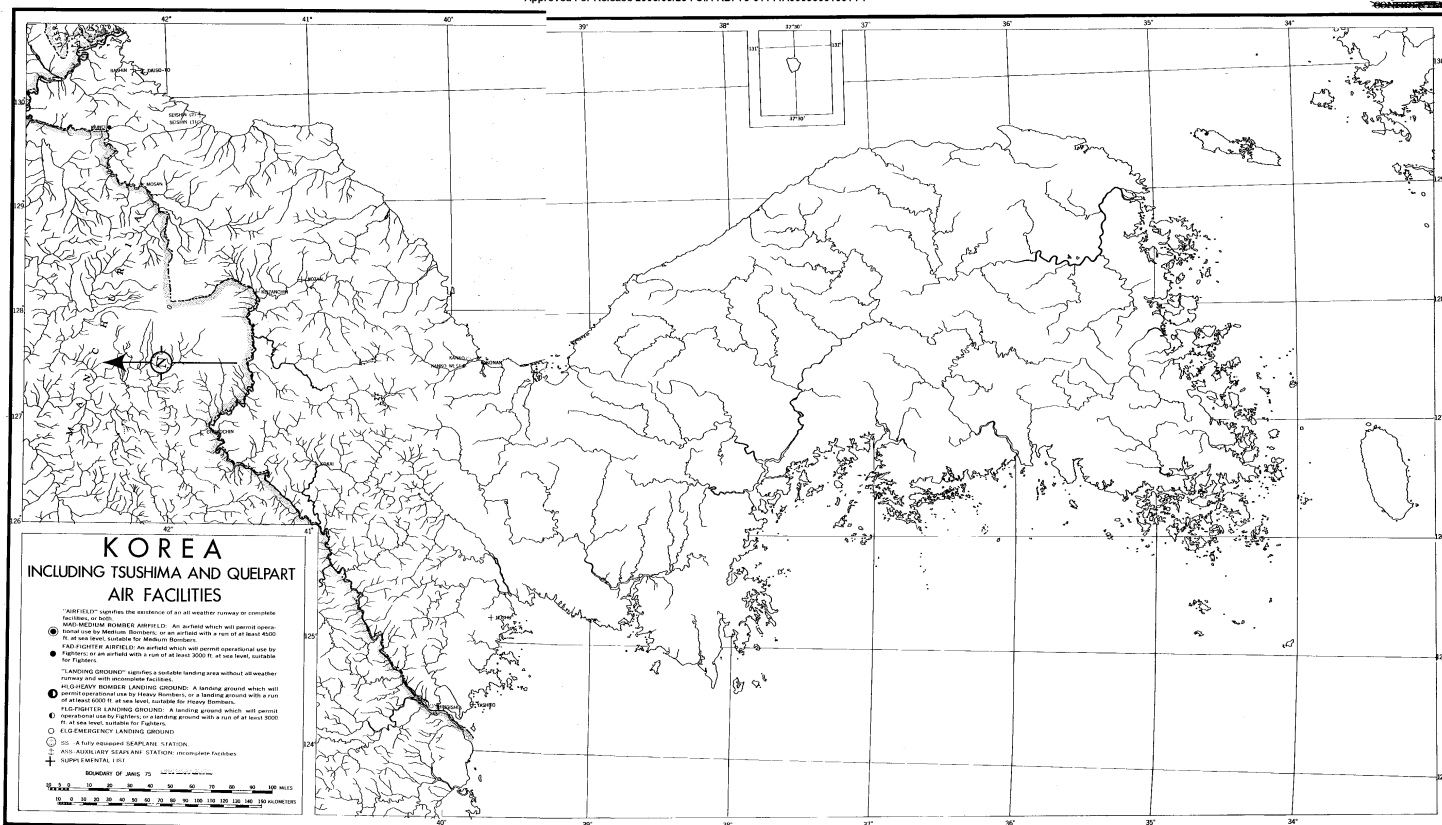
FIGURE XIV - 9. North Central Korea.
Kōnan (*Hungnam*) fighter landing ground. 21 December 1944.



FIGURE XIV - 10. *Saishū Island.*
Saishū Island (1), (*Cheju-do*) fighter landing ground. 11 November 1944.



FIGURE XIV - 11. *Saishū Island.*
Saishū Island (2), (*Cheju-do*) fighter landing ground. 6 October 1944.



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